

PLANNING COMMISSION MINUTES

JULY 19, 2007

PUBLIC HEARING

New Business

CASE NO. 9196 AND 9197

Project Name: Hurstbourne Transportation Study and Small Area Plan

Applicant: Louisville Metro Government

Representative: Louisville Metro Planning and Design Services

Jurisdiction: Louisville Metro

Council District: 18 (Adams)

Staff Case Manager: Aida Copic, AICP

Review of the Hurstbourne Transportation Study and Small Area Plan and a review and adoption of the associated Executive Summary as an amendment to Cornerstone 2020.

Notice of this public hearing appeared in The Courier Journal on June 28, 2007, and notices were sent by first class mail to neighborhoods and community groups within the District 18 that are registered with Planning and Design Services

The staff report prepared for this case was incorporated into the record. The Commissioners received this report in advance of the hearing, and this report was available to any interested party prior to the public hearing. (Staff report is part of the case file maintained in Planning and Design Services offices, 444 S. 5th Street.)

The following spoke in favor of this request:

Jon Henney, Gresham Smith & Partners, 101 South 5th Street Suite 1400, Louisville, KY 40202

Tony Lewis, Gresham Smith & Partners, 1010 South 5th Street Suite 1400, Louisville, KY 40202

Councilwoman Julie Raque-Adams, 601 West Jefferson Street, Louisville, KY 40202

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Deborah Bilitski, Wyatt Tarrant & Combs, 500 West Jefferson Street Suite 2700,
Louisville, KY 40202

The following spoke in opposition:

Bob English, 8315 Salford Way, Louisville, KY 40222

Ed Dahlem, 802 Nottingham Parkway, Louisville, KY 40222

Lois Wagner, 310 South Lyndon Lane, Louisville, KY 40222

The following spoke neither for nor against:

Kyle Hubbard, 2000 One Riverfront Plaza, Louisville, KY 40202 **(signed in as “Other” but spoke under the “Opposition” portion of the hearing.)**

Agency Personnel:

Aida Copic, Planning Coordinator

AGENCY TESTIMONY:

1:15:00 Aida Copic gave a brief overview of the entire project, rather than reviewing the staff report, which is already incorporated into the record. She showed a Power Point presentation illustrating the Executive Summary (see file for verbatim presentation.) She said that most notable concerns came from the City of Hurstbourne (City's Municipal Order) and the Trinity Presbyterian Church in Blue Ridge manor Subdivision. Copies of correspondence from these bodies have been distributed to the Planning Commissioners. Trinity Church is especially concerned about study recommendations related to Blue Ridge Manor Drive and their potential impact on the Church property (eliminating traffic lane and parking area). Ms. Copic reiterated that the study provides specific recommendations that area basis for future projects but also presents general ideas for future planning. She stressed that additional analysis concerning traffic and design, and strong community and public involvement will be needed before any study recommendation could be implemented.

SUMMARY OF TESTIMONY OF PROPONENTS:

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1:36:36 Jon Henney, the study consultant with Gresham Smith & Partners, addressed the Land Use and Community Character recommendations of the study. He said Land Use, Community Character and Transportation were broken down into groups to determine how they related to Cornerstone 2020. Regarding Land Use recommendations, he said the majority of recommendations were related to Cornerstone 2020 and the Land Development Code, and he gave details of those recommendations area by area. He described quadrants of the study area and specific issues that could be addressed. He described Form Districts in each area, the current uses, and how some Form Districts may be changed to better suit growth and uses. He discussed neighborhood identity and transitions, particularly between heavy commercial and residential developments. He described the Community Character recommendations (landscaping, streetscaping, buffering, gateway designs to residential areas, etc.)

1:50:25 Tony Lewis, with Gresham Smith and Partners, discussed specific Mobility issues and said there were 32 recommendations related to traffic and mobility, all of which are conceptual in nature. He discussed some planned projects at major intersections (Shelbyville Road and Hurstbourne Parkway; the Westport Road widening, etc.) Highlights of the study's recommendations included a "Continuous Flow Intersection" at Hurstbourne Pkwy and Shelbyville Road; alternative routes to draw traffic away from that intersection; a Bunsen Parkway extension; improvements to Moser Road; additional connections to Whipps Mill and Taylorsville Road; expansions to TARC facilities and service; and the creation of a network of sidewalks and bicycle lanes. He also discussed traffic calming techniques as possible options, which he said require strong neighborhood involvement.

1:56:55 Commissioner Ernst asked about rear drop-off points at schools and daycare facilities at the St. Margaret Mary property. Mr. Lewis said the preferred route is drop-off at the front, but the study strongly encourages use of the rear drop-off points to avoid stacking traffic onto Shelbyville road.

1:58:00 In response to questions from Commissioner Storm, Mr. Lewis discussed the speed-hump policy and also the "random roadblock" suggestion. Ms. Copic said that any traffic calming techniques analyzed in the study were **for consideration** only; and that these are only options for further consideration. She stressed again that any type of traffic decisions must be subject to a much more detailed review and public participation.

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2:02:05 Julie Raque-Adams, Councilwoman for the 18th District (the area studied), said this study was an attempt to get a broad view of the area and the various neighborhoods. *Chris: do we have at least one more sentence of Julie's comments? I could add something but would not like to guess on her words.*

2:03:51 Deborah Bilitski, representing the owner of the Oxmoor Farms development, expressed the appreciation of her client for staff and all others who worked on this study. Her client expressed support for the findings of this study. In response to a question from Commissioner Howard, Ms. Bilitski said the Oxmoor Farms development is tied to road improvements, and development will be phased according to the Bunsen Parkway and other road construction.

SUMMARY OF TESTIMONY OF OPPONENTS:

Mr. Hubbard signed to speak as "other".

2:06:50 Kyle Hubbard, attorney for the City of Hurstbourne Commission and also representing Lois Wagner, said the City of Hurstbourne agreed with most of the study results but still had concerns about cut-through traffic and mobility problems. Mr. Hubbard disputed some of the recommended remedies for traffic congestion (carpooling, changing hours of stores, etc.) He maintains it is impossible to reduce vehicular traffic, especially as commercial and residential development keeps expanding. He said the City of Hurstbourne is having trouble maintaining their roads, which he says is due in part to cut-through car and bus traffic. He said City of Hurstbourne officials were very willing to work with the Planning Commission on implementing some of these ideas.

2:17:45 Bob English, mayor of the City of Hurstbourne, said the study makes recommendations that could cause significant negative impact on the taxpayers in the City of Hurstbourne. He said the Oxmoor Farms development has been causing concern because it has not been developed according to what was agreed upon by the Planning Commission. He said the Oxmoor Farms plan should be re-examined to minimize the impact of City of Hurstbourne residents. He questioned whether or not there was a conflict of interest in Metro choosing Gresham, Smith & Partners to conduct this study, since that firm also represented the developers in the Oxmoor Farms rezoning case. Mr. English also discussed cut-through traffic in Hurstbourne.

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2:21:45 Commissioner Ernst said she wanted to go on record stating that Gresham Smith & Partners did not “vote” on the Oxmoor Farms project; the Planning Commissioners did. It was then passed by the Metro Council. The firm presented evidence but did not have anything to do with passage of that rezoning approval.

2:22:48 Ed Dahlem, a City of Hurstbourne Commissioner who was also a member of the study group, said the study area focus was on Shelbyville Road and Hurstbourne Parkway, as well as the consideration of traffic management strategies on surrounding streets and neighborhoods. He said the major threat to quality of life in Hurstbourne is from cut-through traffic. He said residents are concerned and are demanding action from their Commissioners. He said approximately 40% of all traffic in the city is from cut-through traffic; also, 20% of traffic going to Oxmoor goes through Hurstbourne. He said using 2002 traffic data in a 2006 study was inadequate. He said no new traffic data was collected to support this area study. Mr. Dahlem said traffic has increased many times the predicted rates – traffic at surrounding intersections is now at 5 times “Failure” rate. He said the City of Hurstbourne requests that the study be revised to include traffic data (and cut-through traffic data) for the City based on actual, recent data.

2:30:23 Lois Wagner, also a Commissioner for the City of Hurstbourne, also discussed traffic problems, cut-through traffic, and a lack of funding for road paving. She said the study does not address gridlock in Hurstbourne in November and December [holiday shoppers.] She said the Oxmoor Farms development is too dense and will greatly add to Hurstbourne’s traffic problems. She is also concerned that development at U of L’s Shelby Campus will generate additional cut-through traffic.

SUMMARY OF TESTIMONY OF THOSE NEITHER FOR NOR AGAINST:

No one spoke as “Other”.

REBUTTAL:

2:36:41 Ms. Copic said Mr. Dahlem’s comments and staff’s response were part of the staff report. She reiterated that there is no one project or

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recommendation that will solve traffic problems in this area, or in the City of Hurstbourne itself but with series of improvements, as the funding becomes available, the mobility in the area could be significantly improved.

An audio/visual recording of the Planning Commission hearing related to this case is available in the Planning and Design Services offices. Please contact the Customer Service staff to view the recording or to obtain a copy. The recording of this hearing will be found on the CD of the July 19, 2007 proceedings.

In a business session subsequent to the public hearing on this request, the Commission took the following action.

On a motion by Commissioner Storm, the following resolution was adopted:

RESOLVED, that the Louisville Metro Planning Commission does hereby **RECOMMEND** to the legislative council of the Louisville Metro Government that the Hurstbourne Transportation Study and Small Area Plan and the adoption of the associated Executive Summary as an amendment to Cornerstone 2020 be **APPROVED, with the exception of Item 10** under the “Mobility” Category, which should be re-worded to indicate that these are possible options, not a directive.

The vote was as follows:

YES: Commissioners Ernst, Storm, Wells-Hatfield, Abstain, Blake, Hamilton, Howard, Queenan, Fleischaker, and Howard.

NO: No one.

NOT PRESENT: Commissioner Carlson.

ABSTAINING: No one.